

BRITISH REPULSED,
BERLIN ANNOUNCESGerman Statement Mentions
Collapse of New Offensive
Near Ypres.

FRENCH WIN IN ARTOIS

Special Cable Despatch to The Sun.

LONDON, Feb. 19.—Berlin despatches received today mention another British attack on the German lines southeast of Ypres, preceded by strong artillery preparation. According to the German official report the movement was without result. The British report contains no mention of such an encounter.

Apart from this action and an unsuccessful minor attack by the Germans against the French line in the Artois operations in the west during the last twenty-four hours were marked by no events of importance.

The French night communiqué reports the destruction of a salient in the German line northwest of the strategically important Hill 140, as a result of a mine explosion.

Following is the official German report issued today in Berlin:

An English attack preceded by the heaviest preparation southeast of Ypres was repulsed fruitlessly by us. In the sector north and northeast of Arras there have been mining operations and hand-to-hand attacks. The latter caused by the explosion of one of our mines was occupied by us.

The front between the Aisne and the Meuse has alternately been under strong artillery and small mine fire.

We destroyed a portion of the French position on Combes Heights by the explosion of a large mine.

Northeast of Lagnicourt, near the French frontier, southwest of Arras, German detachments penetrated an enemy position, destroyed the defensive works and the enemy entanglements, and returned with a few prisoners and two machine guns.

Our armies successfully attacked the Aisne flying ground, southwest of Poperinghe, and the railway stations in the vicinity.

Some idea of the work and dangers of the volunteer drivers and assistants of the American Ambulance Hospital at the front in France may be obtained from the following extracts from letters of the men of section 1, which was stationed for almost a year near Dunkirk.

The section gave a good account of itself on more than one occasion in the heavy fighting which took place in the district during that time. The section has gone to another location "somewhere on the Lorraine front."

The American Ambulance Hospital needs more ambulances and more young Americans who can drive them and face the trying conditions under which they operate in the field.

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The Week in the War

SUNDAY, Feb. 13.—French break German line and capture 300 yards of trenches in the Champagne district. Italian troops fight first battle against Austrians in the Balkans. Two German steamships with large coal supplies escape from South American ports.

MONDAY, Feb. 14.—In great drive Germans capture French positions extending over 700 yards on the Champagne front, but are repulsed in other directions. Russians bombard outer forts of Turkish fortress of Erzerum. Fifteen persons are killed in Austrian air raid on Ravenna.

TUESDAY, Feb. 15.—Rome reports Germany will compel Rumanian neutrality. British rail all single men not exempt to colors. Russians capture one fort at Erzerum. Sinking of British cruiser Arcturion with loss of ten men after striking mine reported. Heavy fighting in eastern theatre.

WEDNESDAY, Feb. 16.—Premier Asquith at opening of Parliament says war cost to England will continue at \$25,000,000 a day. Gives warning of enormous taxes after the war. Wilson reconsiders admitting Germany's contention that armed merchantmen are not entitled to warning from submarines. Germans capture half mile of English trenches near Ypres.

THURSDAY, Feb. 17.—Erzerum captured by Russians. Germany's intention to sink armed vessels without warning delays Lusitania settlement. Allies renew pledge of war till Belgium is free.

FRIDAY, Feb. 18.—United States refuses Sweden's request to call neutral conference to protest against English violations of international law. Petrograd announces semi-officially 100,000 Turks captured at Erzerum.

SATURDAY, Feb. 19.—Heavy fighting along eastern front. Russian army pursues scattered remnants of Turkish army west of Erzerum. Assassination of Sultan's heir confirmed.

BRAVE SHELL FIRE TO
SAVE FRENCH WOUNDEDAmerican Ambulance Drivers at Front Describe Thrilling
Nature of Their Occupation—Section Needs
More Men to Carry On the Work.

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30 PARIS FLIERS IN
MIND ZEPPELIN HUNTNight Battle Fought Above
French Capital When
Raiders Came.

CITY FELT ITSELF SAFE

Special Correspondence to The Sun.

PARIS, Feb. 4.—It must be admitted that Paris had grown to believe that the danger from Zeppelins had passed away. Had the question of whether the streets should again be lighted been put to popular vote last week it would have won. Agitators for normal lighting had made most of the argument that obscurity had caused more accidents than Zeppelins had or were likely to do. Then came the cruel awakening, houses smashed, families killed by a raid that did not last five minutes inside the town.

As soon as the results became known the questions were asked: "Why are we not protected?" "What about our own aviation?" "Why were not better means adopted to give warning?"

The Zeppelin was signalled at 9:20 from Petit Meudon, some forty miles from the city limits. It was seen giving warning in the streets at 10:06, the first alarm being given at 10:07 and many quarters were not warned till after the Zeppelin had left.

At 9:21 the telephone brought the first warning to the aviation corps at Le Bourget, on the outskirts of Paris, near St. Denis, and in a few minutes thirty aeroplanes arose in the night and directed their flight to the zone to which they were allotted.

Airmen in Thrilling Chase.

A thick mist made the aeroplanes' searchlights of little use in looking for their foe. Nevertheless the five assigned to the quarter reached by the Zeppelin flying at different heights found it. The aeroplanes were assigned to the zone of following: "de chasse" (aeroplanes built for pursuit) and two "aerons canons" (aeroplanes carrying cannons). Two of the former and one of the latter were able to get within range.

The names of the pilots are not allowed to be printed, as the military authorities argue that chance chiefly enabled them to find their foe, as they happened to belong to the sector where he came, and that special mention would be unfair to their comrades.

A quartermaster assigned to the highest stratum of the atmosphere was the first to see the Zeppelin and used in its supply of incendiary cartridges in an attempt to drop one on it. Then he had to desist.

The "aeron canon" got high enough to open fire and its pilot believed that one shot at least hit, but evidently did not cause serious damage. A second lieutenant caught sight of the Zeppelin, moving its top speed toward the highest stratum, and he fired his machine gun. He caught up with his huge enemy and travelled along with it, sometimes fifty yards away, sometimes a hundred, sometimes with it, sometimes below and sometimes above, where he could hardly distinguish its form. He was a witness of the quartermaster's attempt to set fire to the monster. The lieutenant pursued for some minutes, but his machine gun failed and receiving that of his foe. Then a failure of his motor forced him to descend and he landed in the dark at hazard.

Surprising to relate, no serious accident marked the landing of any aviators. Two machines suffered damage and one turned over, slightly injuring a Captain.

The Martini gives the photograph of the second lieutenant, but the name is censored out. The Journal regrets that it cannot give the name, which, it says, is a historic name, and that the man, a sergeant, had not the highest respect for the censorship's orders, would add that the name is one that was borne by the engineer who made the Suez Canal and long tried to build the Panama Canal.

The clouds prevented other aeroplanes from seeing the rockets let fall by the more fortunate ones as a signal to join the pursuit. More than 200 shots were fired in all by the aeroplanes.

The height at which the Zeppelin kept on Saturday night is generally estimated at 13,000 feet, but the Journal says it was even higher when in the danger zone, although it had before been thought that 13,000 feet was a Zeppelin's limit. At a certain height the Zeppelin was very slowly after 10,000 feet, while a Zeppelin by throwing ballast overboard with a bound 1,500 feet in a few seconds.

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RUSSIANS LAND FOR
DRIVE AT TREBIZOND

Continued from First Page

WABASH-PITTSBURG
AFFAIRS TO BE AIRDCommerce Board to Seek
Where \$30,000,000 Went—
Intermyer Mentioned.

ACTED FOR RIVAL PARTY

WASHINGTON, Feb. 19.—The Interstate Commerce Commission announced today that it would institute a proceeding of inquiry and investigation into the financial transactions and practices of the Wabash-Pittsburg Terminal Railway Company. The investigation will include the character and extent of the service, the leased property of the company and its predecessor companies.

The commission undertakes this investigation as the result of a resolution adopted by the committee on Interstate and Foreign Commerce of the House. The proceeding is set for public hearing at such time and places as the commission may hereafter direct and meantime the commission will carry on an investigation by its special agents and expert accountants.

A House committee has had a hearing on the affairs of the terminal company and has furnished the Interstate Commerce Commission with a transcript of the testimony taken.

Representative Lathrop of Maryland declared that through manipulation first mortgage bonds of \$30,000,000 had been practically wiped out.

It is one of the most outrageous matters which I think has taken place in financial matters in this country for many years," he informed the committee. "Here were railways, coal mines, building, traffic agreements and many other things examined as securities for first mortgage bonds of \$30,000,000 and some thousands of dollars so wiped out that the bonds are practically worthless."

In the testimony which the House committee furnished the Interstate Commerce Commission Samuel Undermyer of New York is mentioned as being attorney for the two committees identified with the affairs of the railway, these committees having opposing interests.

"How many committees did you say Mr. Undermyer acted for?" asked Representative Montague.

Paul Burnett of Baltimore, counsel for the railway committee of bondholders, was being examined. He replied: "I acted for the bondholders who had not been protected by the Wallace committee, and in a letter requesting the deposit of bonds he made very serious charges against the Wallace committee."

So Mr. Undermyer acted for both committees," said Representative Montague.

"Now Mr. Undermyer is acting for a committee of which Mr. Wallace is chairman," said Mr. Burnett.

"That is about it," said Mr. Burnett. "This is the same Samuel Undermyer who devoted so much of his time to publishing the worst appearing before committees here, making high sounding recommendations."

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